

2/25/2025

**FOR YOUR INFORMATION**

2025-35/4-1

To: Airport Manager, Sarasota/Bradenton Int'l Airport (SRQ), FL, FAA (AAS-1) 2198401

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, ASO-600, AJI-144, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM SRQ Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: SRQ ILS Availability When Tower is Closed

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2198401****DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	0001 to 0600

**PLACE**

Locale	SRQ.Airport
State	FL

**ENVIRONMENT**

Flight Conditions	IMC
Weather	Cloudy
Weather	Fog

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - TRACON	TPA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

**PERSON 1**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2198401

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Diverted
Result - Air Traffic Control	Issued Advisory / Alert

**NARRATIVE 1**

Diverted from intended destination of SRQ due to low visibility. Attempted LOC 14 approach in SRQ but the minimums were too high to break out of the fog. Uneventful diversion with constant coordination between us, Dispatch, and Operations. Report filed.

Before departure, I spoke with Dispatch multiple times. During one of our conversations, they mentioned that they called SRQ to inquire about extending Tower hours for our arrival due to an inbound aircraft delay. They denied the request. I asked our new Dispatcher enroute to call SRQ again before they closed for a weather and condition update. They did so and said there were no additional details relative to what we already had. When we checked on with Tampa Approach, they informed us that the ILS was unusable because SRQ Tower was closed. This is the first either us or Dispatch heard of the ILS being unusable when Tower is closed. There were no NOTAMs we could find to indicate this. Both of us were shocked that through two phone calls from two different dispatchers over the course of a few hours, no one mentioned this caveat; especially considering the extremely low visibility and ceilings. Considering that per procedures we are forbidden from shooting the RNAV when the Tower is closed at night, the ILS was our only legitimate likely shot.

**SYNOPSIS**

Air carrier Captain reported that although there were no applicable NOTAMs, the flight crew was informed by ATC that the ILS was unusable because Tower was closed. Due to low visibility and ILS not usable, flight crew was required to divert.